

RICKENBACKER TO JUDGE INDIANAPOLIS AUTO RACE

American Ace's Selection Pleases Drivers Who Will Compete for Liberty Sweepstakes' Prize May 31—Is Well Qualified.

Indianapolis—Capt. Eddie Rickenbacker, known to fame as "America's Ace of Aces," but to auto racing fans as "Eddie Rick," has been selected to referee the Indianapolis 500-mile Liberty Sweepstakes May 31, inaugurating the post-war revival of automobile racing in America. Though "Rick" has not filed his formal acceptance of the honor as yet, this is regarded as practically certain by those who know his deep and abiding love for the motor race.

ing sport, and are aware of the close friendship that exists between himself and the Indianapolis speedway management. Captain Rickenbacker is the automobile industry's war hero, and also one of the best known drivers of race cars that America ever produced. Since he forswore the Speed game to don an army uniform, and succeeded in knocking twenty-six Hoche planes out of the sky, he announced that he would forsake his

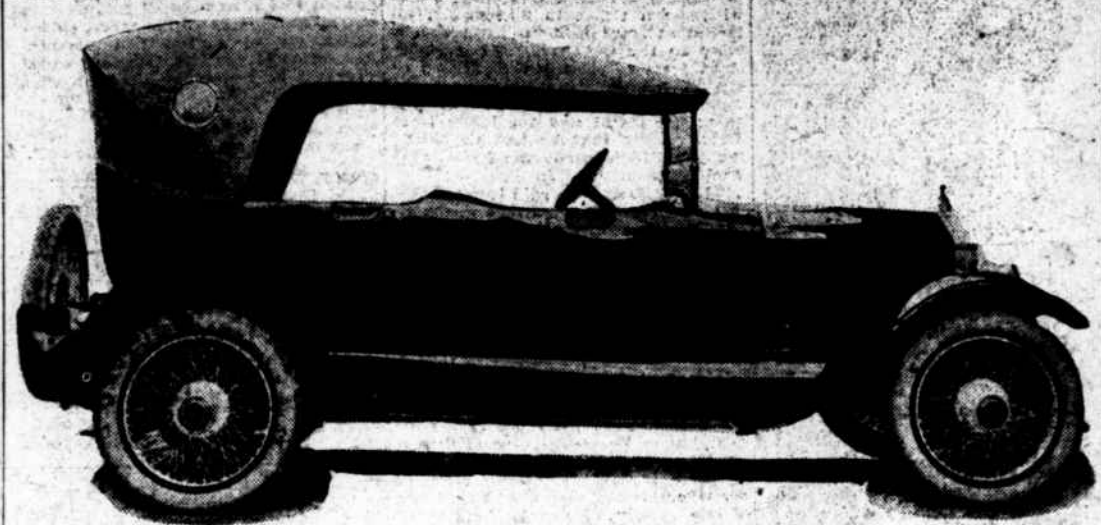
former love in the field of automotive sport and permanently abide with the new, in which he achieved his greatest honors.

A Popular Referee.

Because he has always been noted for his square dealing, and because he has the regard and confidence of all racing drivers, Carl G. Fisher, president of the Indianapolis Motor Speedway, invited Capt. Eddie to become chief official of the

and would have doubled that number had he not had the honor of a squadron commander, being in charge of the veteran Ninety-fourth (or "Hat in the Ring") squadron, which, in addition to producing the American "Ace of Aces," also boasts the "first" American-trained ace, Capt. Douglas Campbell, of California. This squadron scored the greatest number of flying honors for the American air service, brought down the greatest number

One of the greatest compliments paid to the former ace driver was that of George F. Keady, editor of "Planes News," the official organ of the air service in France, when he wrote, "Rickenbacker, always fair to the friend and foe alike." This was the captain of an article relating the accomplishments of the race driver who enlisted as staff driver for Gen. Pershing to get to France, and then fought to get into the air service.



New 1919 model Roamer is on exhibition at the Roamer Sales Co., 1226 Connecticut avenue.

Liberty event. Being the referee of a big race is just about as popular a job as umpiring a hotly contested ball game, and there are few men in the United States qualified to handle the contest, the biggest auto sporting event of the year. Capt. Rickenbacker's war record is known to almost all race fans, for they closely followed his career in the newspapers during the eighteen months he was in France with Gen. Pershing's warriors. He has twenty-six German planes to his credit,

of planes, scored the first and last planes for America, and was the only pursuit squadron to accompany the army of occupation into Germany. Much of the success of this famous squadron was due to its commander, who was decorated with the Croix de Guerre and the Legion of Honor by France, and with the Distinguished Service Cross and seven oak leaves, or citations for gallantry in action, by Gen. Pershing, on behalf of President Wilson.

Capt. Rickenbacker was an "Ace" in the racing game, and one of the favorites of racing fans, long before he gained his international fame as an aviator. In 1916 he led all the drivers of American cars, and finished third in the A. A. A. driving championship. His car was slower by miles an hour than the French Peugots in which Resta and Aitken drove more miles to get third than did the winners.

Then the last 500-mile race was run on the Indianapolis speedway, in 1916, Capt. Eddie set a gruelling pace for twenty-five miles that would have run the field off its feet had he been able to maintain it. Disaster overtook him, however, after he had gained a mile on the field in ten laps, and a wrecked engine sent him to the pits.

Neck and Neck Race. In the Harvest Day meet of the same year, Capt. Rickenbacker and the late Johnny Aitken, raced neck and neck to win the 100-mile contest that featured the day's program. It looked as though Aitken would lose, when a wheel collapsed on Rickenbacker's mount and he spun like a top before sliding off the course, with Aitken thundering by. The accident happened with two laps to go, and was one of the most spectacular in the history of the track.

This was not the first close call he had in his chase for the championship that year. In the first title event of the season at Sheepshead Bay he won the Metropolitan Cup event by a hair. During the race the late Carl Limberg hit the upper rail of the course and broke his car in two. Capt. Rickenbacker was close behind, and for a time the fans thought it meant the wreck of his car also. His nerve was not shaken, however, and he guided his mount through the wreckage ahead as it tumbled down the track and won.

In spite of his many close calls in racing and his battles in the air, Capt. Rickenbacker has never lost the smile for which he is famous. The referee of a big race must contend with the kicks and complaints of drivers, team managers, and all the men who operate the machinery of a big event. With his ability to remain good natured in the face of adversity, and also because of his intimate knowledge of the racing sport and its rules, it is believed that he will prove the most successful referee the Indianapolis track has ever had, with all the fans pulling for him to make good in his capacity of chief arbiter.

HOLDS JUNKERS STARTED WAR

Editor Harden Declares Allies Cannot Have Confidence in Hun Rulers.

London.—Maximilian Harden, in the Zukunft, explains why the allies do not trust Germany, and pictures them as saying to themselves: "A change of scenery and costumes, in order to satisfy American demands and in order by deceptive manipulation to beat down the price of peace."

Object of Suspicion. "But round about are assembled in all their glory the old generals, diplomatists, deputies, priests, wire-pullers and newspaper writers. Adorned and hymned to the Lord Kaiser, at whose door lies the estrangement from Russia and from Bismarck; the snubbing of Salisbury, the telegram to Kruger, the adulation of Turkey, the Bagdad Railway, Damascus, Tangier, Agadir, Konopischt, the precipitation of world enterprise and of battle the fleet construction, the continual disturbance of public peace and irrigation of monarchies' passion for guinea and effects, the Vienna ultimatum and the two declarations of war against the defenseless Blue Cross shells and kindred devilry. Let his trusty people pay him the tribute of their thanks for the 'glorious days' to which he has 'led' them. All right!"

"But we do not believe in a republic whose promoters immediately appoint monarchists to the highest posts, and whose government, composed of war abettors, does not realize that it dishonors its gallant army by calling it 'unconquered,' while it, at the same time, daily betrays it as the most awful collapse that ever was."

Armistice too Soon. "Because we, who might have marched comfortably to Berlin, Kiel and Graudenz, granted an armistice which saved 7,000,000 German soldiers from the worst catastrophe in the history of war, we are now being told that we owe our victory not to our arms but to deceitful cunning. And because we interpret this armistice as the unreserved capitulation which, in the judgment of every expert in the world it represents, we are now being abused as if we were fools by these same people who expect us to send home their captive compatriots before peace has been signed, to satisfy their hunger for them the highways of the sea. And if things do not move quickly enough there is a bellowing chorus of 'we shall Trotskyify you.' Is this sort of temper out of which the commission of a league of nations is to spring overnight?"

Harden bids Germans to be honest with themselves, and even though their enemies were the greatest acoun-

15,000 Trade Workers On Strike in Columbus

Columbus, Ohio, May 10.—Building craftsmen, said by strike leaders to number 15,000, struck here today, asking recognition of closed shop and universal working cards. The entire membership of the Columbus Building Trades Council, embracing the sixteen organizations making up the council, are affected.

DIPHTHERIA SUSPECT NOT TO BE INTERNED

Dr. William C. Fowler, District health officer, announced yesterday that, no attempt will be made to quarantine Miss Elizabeth Wrentham, of Berkeley, Cal., for diphtheria upon her arrival in Washington. "I have sufficient evidence," said Dr. Fowler, "in the case of Miss Wrentham, that will not warrant any interference on my part. 'One negative test is all that is required in such cases, and the young lady has had one such test.'"



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26x3 1/2	12.40	15.50	15.50	\$27.10	\$29.15	2.55
28x3 1/2	14.55	18.20	18.20	28.95	31.15	2.75
30x4	19.05	23.80	23.80	35.55	38.20	3.50
32x4	19.40	24.25	24.25	36.85	39.60	3.60
34x4	20.25	25.30	25.30	37.80	40.60	3.75
36x4	20.70	25.90	25.90	38.85	41.70	3.85
38x4 1/2	23.10	28.90	28.90		4.00	5.60
32x4 1/2	26.20	32.75	32.75	38.55	41.40	4.30
34x4 1/2	26.40	33.00	33.00	39.50	42.50	4.40
36x4 1/2	26.55	33.20	33.20	40.55	43.60	4.45
38x4 1/2	27.70	34.65	34.65	41.55	44.70	4.50
40x4 1/2	28.15	35.20	35.20	42.55	45.75	4.60
35x5	31.65	39.55	39.55	50.45	54.20	5.85
37x5	33.50	41.90	41.90	52.85	56.80	5.60

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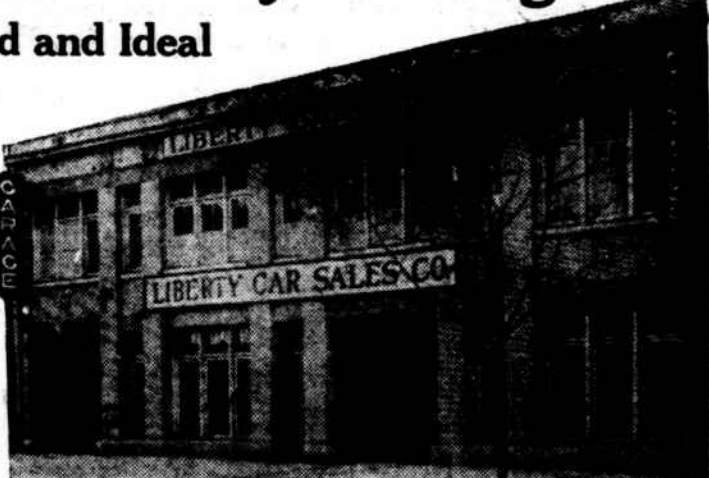
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